

Fuel Oil non-availability report

Name of Vessel: West Fortune	<i>West Fortune</i>	Flag: Panamanian	<i>RAN</i>	IMO Number: 9515632
(If other relevant registration # enter here) :				
Provide a description of the vessel's voyage plan in place at the time of entry into the North American ECA (Attach copy of plan if available) :				
Inchon, S. Korea (delivery) – Vancouver, BC (loading) – China (discharging)				
Port of Origin:	Inchon, South Korea	Date:	07Nov2013	
Port of Destination:	Vancouver, bc	First US port of Arrival:	-	
Date vessel first received notice that it would be transiting in the N. American ECA: 07Nov2013				
Vessel's location at the time of notice:		Inchon, Anchorage		
Date/Time ship operator expects to enter N American ECA:		21 Nov. 2013/1030hrs LT Entry pt. - Lat. 51-50N, Long. 137-52W		
Date/Time ship operator expects to exit N American ECA:		02 Dec. 2013/1400hrs		
Projected days ship's main propulsion engines will be in operation within N American ECA:				IN- 2days, 10hrs OUT – 2days, 10hrs
Sulfur content of fuel oil in use when entering and operating in the N American ECA:				2.58%
Provide a description of actions taken to attempt to achieve compliance prior to entering North American ECA, including a description of all attempts that were made to locate alternative sources of compliant fuel oil, and a description of the reason why compliant fuel oil was not available:				
Vessel was fixed spot and sailed upon fixing from Inchon. The ship will receive LSF in Vancouver, bc, in order to comply with the eca regulations.				

Name of suppliers contacted:	Address:	Date of contact:
Vessel was fixed on time charter and delivered to	Oldendorf on DCSOP	hohon, S. Korea
Vessel was delivered with no LSO on board		
Vessel sailed	directly upon	fixing!
In case of fuel oil supplied disruption only		
Name of port at which vessel was scheduled to receive compliant fuel oil:		
Name of the fuel oil supplier was scheduled to deliver (and now reporting the non-availability):		

If Applicable
Describe any operation constraints that prevented using available compliant fuel oil (e.g. with respect to viscosity or other fuel oil parameters):
Specify steps you have taken, or are taking, to resolve these operational constraints that will allow you to use all commercially available residual fuel oil blends:

Describe availability of compliant fuel oil at the first port-of-call in the United States, and plans to obtain that fuel oil:							
If compliant fuel oil is (was) not available at the first port-of-call in the United States, list the lowest sulfur content of available fuel oil(s) or the lowest sulfur content of available fuel oil at the next port-of-call in the United States:							
List below U.S. ports visited in the last 12 months: NIL			If vessel or owner/operator has submitted a Fuel Oil Non-Availability Report to the United States Government in the previous 12 months, list the number of Fuel Oil Non-Availability Reports previously submitted and provide details on the dates and ports visited while using non-compliant fuel oil:				
Name	Date	Did vessel use compliant fuel oil? (yes/no)					
a)			Report	Date	Port	Type of Fuel	Comments
b)			1)				
c)			2)				
d)			3)				
e)			4)				
Ship Master Name:		Capt. Victor Into Pason		Ship Operator Name:		Oldendorff Carriers	
Legal Agent in the U.S.:		Vessel is calling Canada.		Ship Owner Name:		WEST FORTUNE SHIPPING S.A.	
Name of designated Corporate Official:							
Address (Street, City, Country, Postal Code):							

I hereby certify under penalty of law that the statements and information made herein are, to the best of my knowledge and belief, true and complete. I am aware that there are significant penalties for knowingly submitting false statements and information, including possibility of fines and imprisonment pursuant to 18 U.S.C. 1001		
Signature	Print Name CAPT. VICTOR I. PASON	Date 26 NOV 2013

